

- * **Eason Drive (SR 1136)** from Old Cheraw Highway to Sandhill Road. It does not meet the minimum tolerable lane width requirement and should be widened from 16' wide to a 2-lane 24' wide facility. This facility serves local traffic as an integral segment of the inner loop.
- * **East Washington Street** from US 1 to Wire Grass Road. No improvements are necessary.
- * **Ellerbe Road (SR 1441)** from the northern planning boundary to Ledbetter Road. No improvements are necessary.
- * **1st Street** from Zion Church Road to Ledbetter Street. No improvements are necessary.
- * **Greene Street** from US 1 to US 74. Greene Street provides a bypass of the Rockingham CBD. No improvements are necessary.
- * **Hannah Pickett Street** from Mill Street to Airport Road. This facility serves local traffic as an integral segment of the inner loop. No improvements are necessary.
- * **Ledbetter Road (SR 1442)** from SR 1489 to US 1. No improvements are necessary.
- * **Ledbetter Street (SR 1109)** from 1st Street to Rosalyn Road. No improvements are necessary.
- * **Long Drive (SR 1646)** from US 1 to US 74. A 5-lane widening is proposed for this facility. The additional lane will accommodate left turning movements. Long Drive is the primary facility providing access to the mall and hospital area.

A 3-lane cross-section is proposed from US 74 to Haywood Street to accommodate left turning vehicles.
- * **McDonald Church Road** from US 1 to northern planning boundary. No improvements are necessary.
- * **McNair Street** from US 74 to US 220. No improvements are necessary.
- * **McNeil Road** from Nicholson Street to northern planning boundary. No improvements are necessary.
- * **Midway Road** from US 74 to Yates Street. No improvements are necessary.
- * **Mill Road (SR 1903)** from US 1 to Beaunit Avenue. Mill Road serves as a bypass of US 74 for local traffic, in particular, East Rockingham. Development along this corridor limit the opportunity for improving capacity. A 5-lane cross-section is preferred, however, right-of-way limitations restrict widening to a 4-lane cross-section.